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but also the essential documents bearing on the events leading to the convention, as well as those having to do with the submission of the constitution to the states and its ratification therein. The title of Mr. Scott's introductory note, "The federal convention of 1787 an international conference," may help serve to explain why the Carnegie endowment brings out this volume at this particular time.

Napoleon's navigation system. By Frank Edgar Melvin, Ph.D. (New York: D. Appleton and company, 1919. 449 p. \$2.50)

Any centralized and autocratic government sooner or later thinks it necessary to control a nation's intellectual life and its public opinion, its religious faith and its economic life. Napoleon's empire was no exception to this and the vain struggle it carried on was projected by reason of his conquests beyond the borders of France. It became gigantic and its failures became colossal. In no field was this struggle against impalpable and irrepressible forces more catastrophic than in the field of economic life. The continental system so much discussed and so little studied is by general agreement Napoleon's great failure and the one about which least is known. Incidental discussions such as Mahan's and Rose's, occasional brief monographs, and the single volume in Sorel's *L'Europe et la révolution française* represent most of what is in any sense worth while on the literature of a subject where detailed study was necessary to break the circle of oft-repeated generalities.

Under the title *Napoleon's navigation system*, a subject broader than the continental system, Dr. Melvin has done a very fundamental piece of work in this dissertation submitted at Pennsylvania. In his exploitation of French and English archives and of a very extensive literature he has brought together the best study yet produced in any language on this fundamental phase of Napoleon's administrative and political system. The inevitable trees and a good deal of underbrush sometimes obstruct the reader's view of the forest, but hard reading and rereading are relatively small effort in comparison to the patient and exacting labor that lies back of the monograph.

The navigation system meant tariffs, a merchant marine, colonial trade, a fleet, harbors, depots, in addition to the blockade against English commerce. It had a background of policy inherited and developed between 1786 and 1806. The sketch of this is all too brief. When Napoleon failed his was not wholly a personal failure. In a brief decade, in the midst of war, no one man could make the French into a nation equal to the Dutch as navigators and to the English as merchants. When the French lacked the daring and the enterprise to develop their own coastal trade, a continental system even with military power behind it seemed only wind-blown imperialism.

After the Berlin and Milan decrees, Napoleon found his government, like many another, between the conflicting interests of consumer and producer. Excepting for Danish and Algerian trade, the pressure of agricultural interests and the hint given by the English led to the development of the license trade. Napoleon wanted his system; he must keep it, but he must escape its disadvantages. Neutrals were not supposed to exist, but they persisted. A guarded license trade seemed safe, but it was a snare. Economic crises in France and England forced both powers to subterranean negotiations for relief and the evidence of these is one of Dr. Melvin's contributions.

Step by step, decree by decree, stage by stage the whole complex development is followed through to the final collapse. Incidentally, the part played by the United States as the chief neutral trader is brought out and there is presented the first adequate discussion of the administrative machinery and of the part played by Napoleon's subordinates.

As has been suggested, the treatment makes hard reading but the analytical table of contents is very helpful. The index is satisfactory and the thirty-five pages of critical bibliographical notes are a valuable addendum.

G. S. F.

Some problems of the peace conference. By Charles Homer Haskins and Robert Howard Lord. (Cambridge: Harvard university press, 1920. 306 p. \$3.00)

The peace negotiations. A personal narrative. By Robert Lansing. (New York: Houghton Mifflin company, 1921. 328 p. \$3.00)

Great men and great days. By Stephane Lauzanne. Editor of *Le Matin*. Member of the French mission to the United States. Introduction by Nicholas Murray Butler, president of Columbia university. Translated by John L. B. Williams. (New York: D. Appleton and company, 1921. 263 p. \$3.00)

American interest in the events of the peace conference has been stimulated and satisfied of late by a number of books. The three volumes listed above represent three types. The first is a study of the problems confronting the conference and the settlement made in each case; the second is an account of the major shows at Paris by one who played a leading part in them; the third is a series of studies, by an eminent and well-informed journalist, of the leading men of the war period. All three have pronounced, although possibly unequal, merits and have great value for American students of the recent history of Europe and of our own country.

The first volume on the list is introductory to the other two. No study of the conference is possible without a thoroughgoing understanding of the problems which the conference tried to settle. This task has been